



## 'RED TAPE'

Continued from page 1

most of the good catches came from, but that only lasted about 48 hours then the fishing just packed up. We were towing up to six hours for five baskets, it was hopeless.

"Then we tried to get the box shifted, but when we asked they said there was no possibility of trawlers going south of Stalberg or east 160° of Stromness.

"The gunboats didn't bother us because we weren't catching fish. I know of ten ships that towed south to north in the box on the north-west and nobody bothered two or three baskets a tow.

Skipper Stevens also felt it was time another box was opened up to give the skippers a wider choice of grounds.

He felt the Icelandic gunboats would begin harassment again if the trawlers began fishing well and events since Skipper Stevens brought Belgium back have justified this concern. (See col. 5.)

## Aid: Scots will go to the top

SUPPORT from ancillary industries and commercial for the Scottish trawler industry, in the campaign to secure Government financial aid to keep the fleet viable was assured at a crisis meeting at Aberdeen.

It was decided that the industry would appeal directly to the Prime Minister, James Callaghan, if the new Scottish Secretary, Bruce Millan, rejected the plea for aid like his predecessor, William Ross.

Thirty boats have been withdrawn from service at Aberdeen due to the economic situation and more vessels will be tied up if the situation does not improve.

At earlier crisis meetings with the industry, it was

stated that 8,000 jobs would be lost at Aberdeen if the fleet had to tie up. And some 20,000 jobs would be affected in the region.

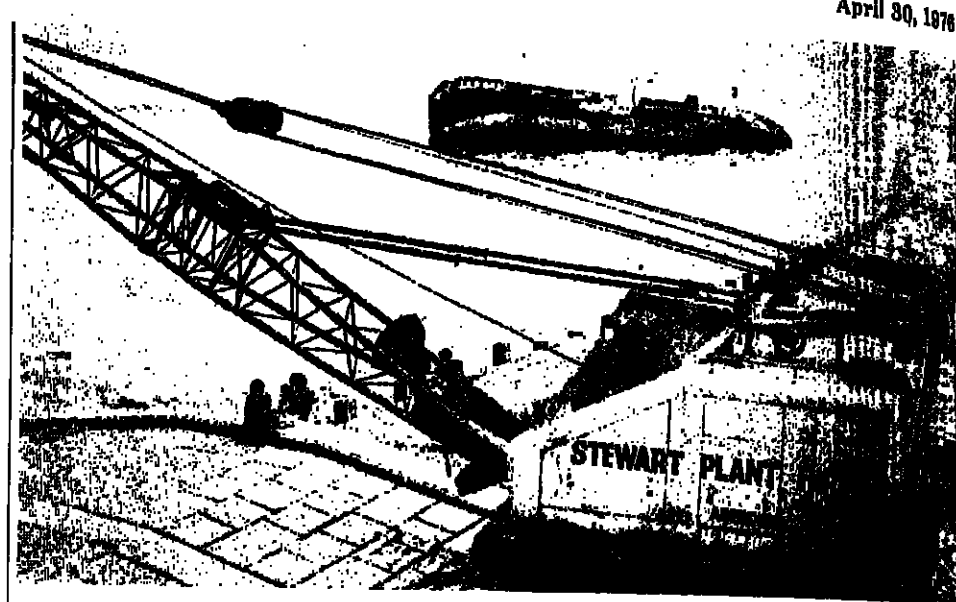
The talks were called by the Scottish Trawlers' Federation to update the various interests on the progress of a submission to the Government on the industry's continuing economic difficulties.

## Target

Representations would be made to the Scottish Secretary for the introduction of a profitability-based scheme of Government aid, which, said a statement issued after the talks, would "cost the treasury nothing, if the Government were on target about the industry's future prospects."

The State added that the former Scottish secretary, William Ross, rejected the plea for subsidy on the grounds that catch rates and earnings per sea day had improved this year.

The meeting at Aberdeen endorsed the federation's view that the Government's interpretation of the position was based on a very narrow and short term consideration of earnings in the early part of 1976.



## Karemna aground again

THE GRANTON registered fishing boat Karemna (above), which was aground at Aberdeen for more than five weeks, was refloated and ran aground again only hours later.

The boat had just been pulled clear from Aberdeen beach by the salvage vessel Minto and an Aberdeen harbour tug. She was under tow for Fraserburgh when she went ashore.

The vessel had been coming in to find shelter during the night when the second grounding occurred. Both crews got ashore safely by liferaft.

A coastguard at Aberdeen said that both vessels were in

a bad position at the mouth of the River Ythan.

The 49-ton Karemna was bound for her home port and had just left Aberdeen on March 12 when she ran aground during a force 8 gale. Skipper Ernest Watt (27) of Edinburgh, and his crew of

four, were rescued by Aberdeen lifeboat after the vessel's gear on Emma had failed. Karemna had earlier called at Aberdeen for an oil change and repairs to a net.

The vessel, since her grounding, has been sold to Steag Metals Ltd. of Peterhead.

## Gunboats back on the attack

IN A series of determined and aggressive warping attacks last week, Icelandic gunboats launched the first major assault on the British trawler fleet off Iceland for almost two months.

The trouble flared up again on April 22 when the gunboats Tyr, Aegir and Odin struck with alarming swiftness at 38 British vessels as they fished in dense fog off the east coast.

The Icelandic flagship, Tyr, drew first blood when she cut through both warps of the Hull trawler Benella (the third time she has fallen victim) and then chopped away one wire on the Grimsby vessel Northern Gift, despite close marking by the Naval frigate Naiad. Both incidents took place inside a matter of minutes.

Tyr then outflanked British protection vessels to make further runs at Kingston Pearl, from Hull, and Ross Khartoum, from Grimsby, before catching Arctic Vandal with her gear still out and severing one warp.

Meanwhile, Aegir and Odin were both busy taking full advantage of the fog to press home attacks.

Aegir was kept at bay by the protection vessels, but Odin only narrowly missed the trawl wires of Hull's C.S. Forester and Norena from Fleetwood.

Later Aegir slipped her escort and made a run at Arctic Corsair, but the Hull trawler hauled in time.

The continued presence of the three gunboats prevented about 20 British trawlers from fishing at all on the following day and the frigates were kept busy fending off runs as the trio circled the pack.

Last Saturday Naiad was holed in a collision with Tyr as the two vessels jostled each other at close quarters.

According to Naval accounts of the incident, which again took place in fog, Tyr swung her stern into Naiad's bows causing a 4ft. gash about 2ft. above the waterline.

There were no casualties and the frigate was able to continue on station unaffected.

Tyr was only superficially damaged.

Earlier she had successfully chopped both warps on the Hull trawler Ross Canard, although Naiad and another Hull vessel, St. Giles, made determined efforts to prevent the attack and followed the success by hacking through one wire on C.S. Forester.

Aegir also claimed a victim early last Saturday when she slipped past the frigate Naiad to chop both warps of the Fleetwood trawler Marista.

Over 30 British trawlers were in the protective box and the fog was so thick, visibility off the south coast was at times reported as nil.

## NORWAY TALKS DRAW A BLANK

ROY Hattersley, Foreign Office Minister, returned to London last Friday after three days of talks with the Norwegian Government about the Cod War with Iceland and in particular the role of a third country as mediator in the dispute.

Since Iceland broke off diplomatic relations in February, Norway has acted as the link between the two countries, but Mr. Hattersley said no positive decisions were made at the talks.

He dismissed reports of German offers to mediate and said he had no knowledge of them.

## TOP TRIP

AFTER THREE good totalling over 200 Grimsby's latest season hit the jackpot with a landing last week catch of 296-kil. cod, Skipper Leif Gray made the top growing year for a Grimsby Full description of the Fishing News apoh.

## HERRING DEAL A 'DISASTER'

THE LATEST session of the North East Atlantic Fisheries Commission has produced a recipe for disaster, said Skipper Jim Lovie, chief executive of the Scottish Fisheries Organisation.

He added that North Sea herring was doomed because inadequate measures had been taken to protect it.

The conference had produced proposals which would inevitably mean the loss of the North Sea stock this summer. This was despite a year's ban sought by

Scottish fishermen to give shoals the opportunity to recover; a move also recommended by the Commission's Scientific Advisory Committee.

An allowable catch of 160,000 tonnes was far more than stocks could take, said Skipper Lovie. Scottish fishermen had lost all confidence in NEAFC.

The Commission yielded only too readily to political pressure and the herring was going to be the loser, stated Skipper Lovie. "There's just one answer now, if we want herring for the future it's time we extended limits."

He added that Scottish

fishermen had also lost faith in the international monitoring system planned to check that fishing nations are not exceeding catch allocations.

At the meeting, the UK proposed that during the second half of 1976 no directed fishing for herring should be allowed. But this move did not get a two-thirds majority backing.

The proposal, finally adopted by the Conference, offers the UK a quota, for the whole of 1976, of 9,700 tons and discussions will be held with the fishing organisations to consider whether the UK should object to this on the grounds that the total international catch of herring would be too high.

And also that the quota does not recognise the sacrifices which British herring fishermen have had to make in the past ten years as a result of over fishing by other countries, often in proximity to the British coast.

## French 'pirates' board trawlers

TWO Irish trawlers were boarded by the French Navy 20 miles off Glogherhead, Co. Louth, on last Friday night and their nets measured. The Irish Fishermen's Organisation has complained to the French Embassy in Dublin and called on the Irish Government to protest to France over the incident.

The organisation said that the French had acted as pirates and warned that future boarding attempts would be forcibly resisted by Irish fishermen.

The French Naval officers said they were acting on the authority of the north-east Atlantic fisheries committee when they boarded Supreme, owned by Skipper Pat Connolly, and Boy Evans, owned by Skipper David Sharkey. But the international agreement, under which they claim to be acting, is not yet binding in Ireland.

The agreement gave member countries of the Commission the right to board fishing vessels of other member countries to check the mesh lines of nets.

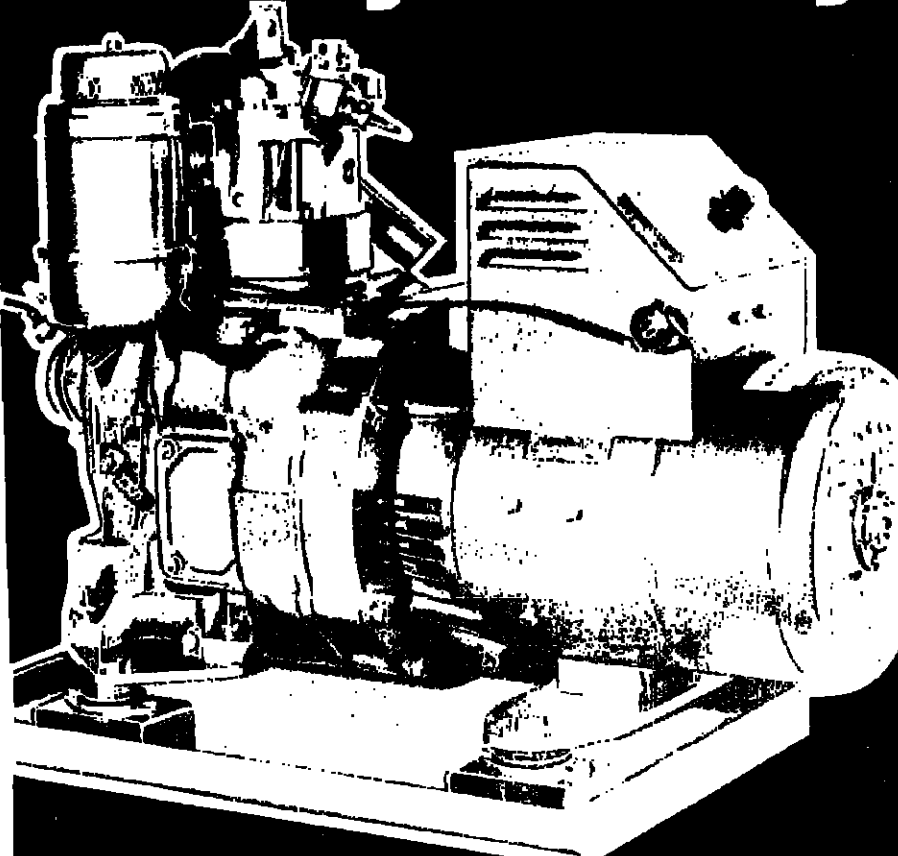
The Irish Fishermen's Organisation said it was not aware of the agreement. The Irish Department of Foreign Affairs said the agreement had not yet come into effect, as far as Ireland was concerned.

## Yesso's record

A welcome sight at Peterhead last week was the trawler Silver Lining on the move again after more than a year in port. She has now arrived at Bideford Shipyard, in Devon, where work will start to sort out stability problems. Despite her long lay-up there was no serious deterioration in her hull or fittings and the vessel had a good trip south. See comment.



## The best heavy duty 3kW battery charger money can buy



## MARINE DIESELITE Series MDF

Our MDF deserves the Long Service and Good Conduct Medal. It has been in our range virtually unchanged since prototyping and that was about 10 years ago. Intended primarily for workboats, harbour service and commercial craft, it is a heavy duty, water-cooled diesel driven 24 V. battery charger of unsophisticated design and robust construction. With a capacity of 3 kW. (a full 100 amps. charge rate if required), the MDF is also well suited for the larger cruising yachts having heavy battery power requirements. 32 V. models also available.

Send for further information on the MDF and smaller AA1 (air-cooled) and AB1W (water-cooled) 12 V. or 24 V. battery charging sets.

## G&amp;M POWER PLANT COMPANY LIMITED

Magtel Works, Whitehouse Road, Ipswich, IP1 5LX  
Telephone: 41795. Telex: 58216

Please send me details of the Marine Dieselite MDF.

Name \_\_\_\_\_

Address \_\_\_\_\_

FN

## A COMPLETE RANGE FOR THE SMALLER VESSEL



DEPTH SOUNDERS & RECORDERS



LORAN Receivers & Automatic Tracking A & C



COMPACT AC POWER



AT AUTOMATIC PILOT



MK7A RADAR High Resolution 32nm Range

Ask for full details of the complete range of Sperry L&H Marine products for the professional or amateur fisherman from Sperry Marine Ltd.

SALES & SERVICE CENTRES  
127 128 Windmill Street Glasgow  
SALES & SERVICE CENTRES  
123 4 Shergar Road, South Yarm  
CAMPER & NICHOLSON MARINE EQUIP. LTD.  
35-37 North Road, Southampton  
SEAFOUR ELECTRONICS LIMITED  
27 Southside St. The Biscuit Pk. Plymouth PL1 2LD  
NESSER, E. P. & SON  
15 West Quay, Ramsey, Isle of Man  
BETTON AND PETERSON (Instrumentation) LTD.  
71 Great Western Road Glasgow G12 8QX  
MR. JAMES A. HATTERLEY  
South Pier Quay, Arrol, Scotland  
WESTERN BATTERY SERVICE  
Muir's Pier, Marine View, Glasgow Scotland  
J. McIVER ELECTRONICS  
21 Port Street, Stormont, Western Isles  
CRISP & CO. MARINE  
27 Market Road, Dundee, Tayside Scotland  
A-H-E-ELECTRONICS LTD.  
16A Union Quay, North Shields  
THE SHIPPERY LTD.  
25A Market Street, South Shields  
CHANNELL ISLANDS YACHT SERVICES LTD.  
P.O. Box 89, North Shields  
Cornerway Central, Island  
ECONOMARTINE  
Cambridge Road, 10-12, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.



SPERRY MARINE SYSTEMS

European Headquarters,  
Bury House, The Biscuit Pk.,  
Borwick, England RG12 1AA.  
Tel: Bury (0244) 61811.  
Telex: 847044.  
Sperry Marine Systems U.K.,  
Molly Millers Lane,  
Wokingham,  
Berkshire RG11 2EH.

Sperry Marine Systems (Europe) P.O. Box 24  
James Watson, 22, Visiting House,  
Sperry Marine Systems (Europe) P.O. Box 24  
James Watson, 22, Visiting House,  
Sperry Marine Systems (Europe) P.O. Box 24  
James Watson, 22, Visiting House,

## fishing news

Editor:  
Harry Barrett

Assistant Editor:  
Ian Strutt

Scottish Correspondent:  
Gloria Wilson

Advertisement Director:  
Fred Purcell

Managing Director:  
W. A. Cathles

Published weekly.

Postal subscription rate

27 per annum

Registered as a newspaper at

the Post Office.

110 FLEET STREET

LONDON EC4A 2JL



## Take-over at Drypool yard

UNCERTAINTY over the future of the Drypool Group's Selby shipyard — and the jobs of 325 people — has ended with an announcement by the Hull-based United Towing Ltd. that it has decided to buy the yard.

United Towing ranks among the foremost tug owning and ocean salvage companies in Britain and it is expected that the yard will be taken over officially on June 1.

Since the Drypool Group ran into financial difficulties, there have been continuing efforts by a bank-appointed receiver to keep the Group's yards in Hull and Beverley, as well as Selby, operating.

Commenting on the plans, Mr. A. B. Wilberham, chairman of United Towing, said the company is convinced the Selby workers will co-operate to re-establish the yard.

United Towing would be immediately investing £500,000 in the new company, and there would be a loan of £400,000 under the Industry Act. This, together with normal bank facilities, would ensure the company is adequately financed.

The purchase price will not be known until stocks have been valued on the takeover day.

Mr. Wilberham stated that the basis on which ships already being built at Selby would be completed had been agreed. These vessels are the immediate work programme, together with two harbour tugs being ordered by subsidiaries of United Towing.

Stressing that the Selby yard is not being bought solely

for United Towing and its associate companies, Mr. Wilberham remarked: "It is the intention of the new company to solicit orders for new vessels suitable for construction at the yard."

"It is our belief that there is a good long-term future outside the nationalised sector for this yard, which has a long tradition for building first-class ships."

"We believe that these facilities will be particularly attractive to British owners who will prefer to build in this country where good financial assistance is available and, thus, avoid the currency exchange risks of building abroad."

On that day 2,051 kits were landed which sold for £40,932.

Then, the following day the remaining 773 kits sold for £15,342. This gave Fyldea a total grossing of £56,174 — a new record for a Fleetwood vessel.

Jim Cross, manager at Fleetwood for the vessel's owners, J. Marr and Son, said: "These recent trips from East Greenland have

# THIRD GREENLAND RECORD-BREAKER — £56,174 for Fyldea

FLEETWOOD'S new grossing record has been smashed just over a week after it was set up. Last week the stern trawler Fyldea (Skipper Victor Buschini) took the record after being diverted to Hull with a big Greenland catch. During the previous week her sister-ship, Jacinta, had set a record of £54,731 with a catch from the same grounds which was landed at Fleetwood.

It was expected that Fyldea might set a new record, but there was suspense when Fyldea only part landed on Wednesday.

On that day 2,051 kits were landed which sold for £40,932.

Then, the following day the remaining 773 kits sold for £15,342. This gave Fyldea a total grossing of £56,174 — a new record for a Fleetwood vessel.

Jim Cross, manager at Fleetwood for the vessel's owners, J. Marr and Son, said: "These recent trips from East Greenland have

been a fillip to the industry considering the state it has been in recently. There has been keen, but friendly, competition between the two ships and their crews."

"They have done some fine work at the Greenland grounds which have not been fished so extensively by Fleetwood vessels before. This trip is something of a breakthrough for Fyldea which, in recent months, has been dogged by bad luck, having had trouble with her winch."

The East Greenland fishing has seen Fleetwood's port record hoisted three times in less than a month.

Jacinta, which is commanded by Skipper Bill Taylor, originally found the

fish. On her first trip to the area she made £37,000. On the following voyage she returned to the area and earned £49,012 to smash the previous record of around £41,000.

Jacinta returned to the area yet again and sailed back with her £54,731 catch and, then, last week Fyldea bettered even this total.

There is now little doubt that the Gavia-type stern trawler, of which Jacinta and Fyldea are bigger versions, must be one of the design success stories of recent years.

With crews of only 16, they have proved capable of improving on the performances of much bigger vessels.

## Ton-up at Redcar

REDCAR'S fishing fleet has now reached 100 vessels — the largest it has ever been — and there are problems parking the craft.

Sites marked off only on the esplanade allow parking

for 46 boats. Fishing boats outside this area park on the esplanade.

Now the town council is working on a by-law to come into force next month to have the boats outside the Square in almost full of boats. Some 60 boats out of 100 will shortly be lobster fishing from the port and it is estimated that 5,930 lobster pots will be put in the sea.

## Model catch

BEAUTIFUL ex-model Anne Pinnington, has just returned from a tour of the Middle and Far East with a large export order for some lucky British company.

The order is for fishing gear and includes nylon nets, twine, floats, leads and fish hooks. She is on the lookout for a supplier. See page 7.

Top left: wheelhouse windows on the steamers Royal Lines (left) and Coldstreamer boarded up as both await their fate at Grimsby. They both seem set for trips to the breakers. Left: Black Watch, minus her old fishing number, being put up on the slip for a final check and paint.

## 'Incident' survivor

JIMMY SMIRK, believed to be the last survivor of the infamous 'North Sea Incident' of October 1904, died peacefully in Alderley old people's home, near Cleethorpes, on April 17 aged 90.

As a second engineer on Kelsall Brothers and Beeching's old steam fleet Teal, Mr. Smirk was summoned from the engineering to watch a lumbering fleet of Russian warships from the Baltic pass by some 40 British trawlers fishing together.

His chief said: "Come up here Jim, and see the sight of a lifetime."

He duly obliged and was nearly blown to pieces as the trigger-happy Russians — believing they were Japanese destroyers — opened fire at

## OBITUARY

point-black range, blazing away with unbelievable accuracy for ten minutes before steaming on to their doom months later at the bloody sea battle of Tsushima.

The incident provoked such national indignation that only a direct apology from the Czar prevented Britain ordering the Grand Fleet to sea.

Recalling the events years later, Mr. Smirk remembered how swiftly everyone was damaged was "ordered to get on with the fishing, almost as though nothing had happened."

Born at Preston, he was lured to Hull by the big money (4s. 6d. a week or 22½p) of fishing. He got his chief's ticket, moved to Grimsby in the twenties and retired in 1939.

## Agent sells

THE FISH-selling and ship agency firm of Alex Whyte (Aberdeen) Ltd. has been bought by Christian Salvesen (Seafoods) Ltd.

This further extends Salvesen's activities, particularly in the foreign field, as Whyte are agents for a number of foreign vessels.

The take-over was announced last Friday night, when Salvesen said the firm would be operated in conjunction with the Aberdeen office of John Brown and Son (Aberdeen) Ltd., under the general management of Jim Adams of Brown and Son.

Alex Whyte, who founded the business in 1947 after the dissolution of an earlier partnership, is to continue to be associated with the company as an advisor.

## 200-miles for USA

WHATEVER the outcome of the present United Nations law of the sea conference being held in New York, the USA will have a 200-mile limit by this time next year.

In the interest of overfishing and fish conservation, the American Congress overwhelmingly supported a bill, signed by President Ford last week, to extend her limits from 12 miles to 200 miles. This unilateral declaration will take effect from March 1.

## MILFORD MERCHANTS WADE IN WITH AID

IT WAS announced at Milford Haven last week that the trawlers Brenda Wilson and Georgina Wilson are returning to sea.

This welcome and surprise move came after Georgina Wilson had been laid up for 10 days and Brenda Wilson for less than a week.

Their owner, Hubert Jones of Swansea, had tied the vessels up for economic reasons. This led to a meeting

between owners and merchants, when the merchants promised some form of help for the fleet.

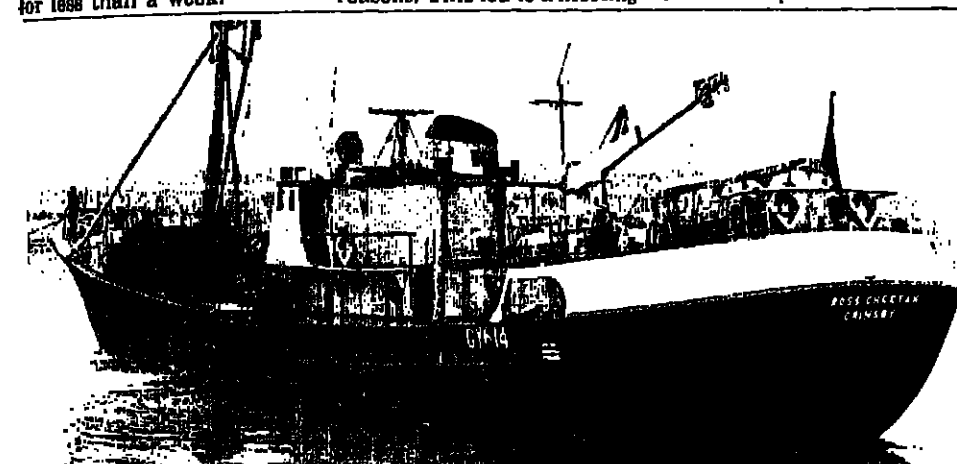
Brenda Wilson was last year's top ship at the port, while Georgina Wilson has consistently brought in quality catches — two facts which make their return to sea an extremely pleasing move for the merchants. They have had to cope with a fast diminishing supply of fish.

It is also pleasing for the owners, as it means that there are again more ships to share running costs at the port. The lack of fish became plain last week when only two ships landed. This resulted in markets being at their highest level for some time.

It was ironic that, one of the ships to take advantage of the situation was Brenda Wilson, making her last landing before being tied up.

The vessel, commanded by Skipper Rees Evans, worked the Irish Sea grounds before landing 127 kits for £3,763.

It is now hoped that the port, with help from merchants, can weather the present problems.



Ross Cheeta continued her outstanding run at Grimsby last week. She grossed £18,116 for an 18-day Faroe trip.

## GRIMSBY SLUMP STUNNER

THERE WERE early signs of Grimsby markets holding up well in the first few days after the Easter rush but, on Friday last week, prices suddenly slumped back towards minimum and unsold fish was carted away for meal.

Worst affected by the collapse in demand was Ross Zebra (Skipper Ron Reeves), one of BU's top middle water trawlers. Back from a 16-day Faroes/Westerly trip, the 131-footer picked up only £3,756 for 822 kits, including 173 of haddock and 17 of mussels which ended at the meal factory.

Some idea of the frailty of demand can be assessed by comparing this grossing with sister-ship, Ross Cheeta (Skipper Tom Ross), still in the middle of a very fine run, she landed an 18-day Faroes trip the day before of 851 kits to pick up £12,118.

On a well supplied Wednesday market, Ross Genet (Skipper Bill Salt) made £17,411 from 893 kits and Taylor's Erimo (Skipper George Smith) £12,359 for 880 kits after Faroes voyages.

Many merchants were inclined to be critical of the quality of middle water landings — some of the haddocks are still thin and poor travellers. But differing quantities were not the sole cause of Friday's collapse.

Luckily the Icelandic trips had a much better time for, after the brief sortie to the north-west corner there were, just for a day or two, larger landings. A little bit of quality places with some good haddocks was landed.

BUT's Ross Rodney (Skipper Geoff Carsberg) came out best with 1,800 kits to gross £35,068. Vianova (Skipper Tony Hankin) scored well with £32,837 from 1,564 kits, and Ross Kipling (Skipper Bill Ferrando) cleared £31,822 off 1,581 kits, as usual predominantly cod-stuff.

By the weekend, however, landings had tapered down again and Ross Kelly (Skipper Pa. Phillipson) managed only 1,111 kits from her 23-day trip to gross £19,021 on Friday's slack market.

Blustery east winds hindered most seiners. On the Ling Bank vessels were getting a steady two baskets per tow, and there were some big plaice catches among the week's landings which only just made withdrawal price.

Eventually, skipper-owner 'Sandy' Sanderson in Sanrene on £4,987 just outdid Skipper Tony Chester, in the revitalised Saxon King, which grossed £4,628. Both landed 200 kit-plus catches.

## Patrol deal

AGREEMENT has been reached between the sea fisheries committees of Devon and Cornwall on a joint scheme for patrolling each other's coastlines.

Recently there has been a big increase in fishing off North Devon and around Lundy Island, which is under the jurisdiction of the Devon Sea Fisheries Committee. But to send its Brixham-based patrol boat, Miriam Ford, around Land's End to patrol off North Devon can cost hundreds of pounds. So, visits have been few.

Now, committees have agreed that the Cornish patrol boat will look after the North Devon coast and, in return, the Devon boat will help out off the south Cornish coast.

## Who can prove you can cut fuel cost?



Reed and prove that the F240 diesel engine produces 110, SWD not only consistently consumes less fuel than other diesels but less lubricating oil too. Typical figures are 155g (0.34 lbs) bhp hr for fuel and 1g (0.002 lbs) bhp/hr for oil.

Furthermore the F240 also cuts down expenses in other sectors such as maintenance, for instance. Thanks to the simple solid construction and to the long life span of the components, long maintenance intervals are possible.

SWD engines are remarkably reliable and so compact that they take up a minimum amount of space.

Would you like to convince yourself personally of all these facts? That's fine, because SWD are in the habit of proving their claims, just as they are used to complying with relatively short delivery terms. Please, therefore, ask for proof and let SWD assist you in finding the best possible application of diesel engines, for power and propulsion.

DR210: 320 - 820 bhp  
F240: 820 - 1,500 bhp

## SWD can and will be glad to do so.

Ireland agents:  
Inchoore Marine Services  
South Terrace,  
Inchoore  
Dublin, 8.  
Tel: 751846.

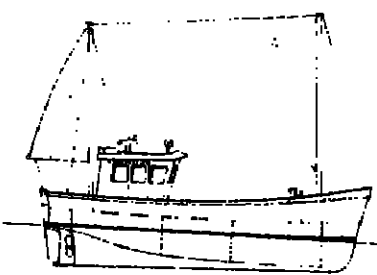
UK agents:  
Humber St. Andrews Engineering Co. Ltd.  
St. Andrews Dock,  
Hull.  
Tel: 26561 — Telex: 627189.

P.O. Box 4196,  
Amsterdam, Holland.  
Tel (020) 52 03 11,  
Telex 14321.  
Cables: storkwerkdiesel

STORK-WERKSPOR DIESEL



## FERRO-SEA-CRAFT



Presenting our new range of Ferro-Carment Fishing/Workboats, which are available in three sizes — 28', 32', 38'. All stages of construction supplied on request from bare hulls to completed craft. Details from:

FERRO-SEA-CRAFT (SALES),  
Hambrook Marina, Broad Road, Hambrook,  
Bosham Sussex. Tel. Bosham (0243) 672892.

## BOAT BUILDING TIMBERS

- Butts of Oak, Larch, Iroko, Mahogany and Oak Crooks all sawn through and through to any thickness.
- Edge grain Oregon Pine Decking in long lengths.
- Complete sets Oak frames bevel sawn to your patterns.
- Delivery to all parts Scotland, England and Ireland.

W. S. BARCHARD & SON LTD.

WEST DOCK STREET, HULL

Tel: Hull 0482-28586 (6 lines) Telex: 62528

## Black Watch steams away

BLACK WATCH — one of the last steam trawlers to operate from Grimsby — has begun a new career as a wreck salvage vessel. She left the Humber port early this week. The 897-ton vessel has been undergoing a minor refit and, last week, was put up on the Grimsby slipways for a final check on her hull and a fresh coat of paint.

This further extends Salvesen's activities, particularly in the foreign field, as Whyte are agents for a number of foreign vessels. The take-over was announced last Friday night, when Salvesen said the firm would be operated in conjunction with the Aberdeen office of John Brown and Son (Aberdeen) Ltd., under the general management of Jim Adams of Brown and Son.

Alex Whyte, who founded the business in 1947 after the dissolution of an earlier partnership, is to continue to be associated with the company as an advisor.

## Dutch 'to move on'

IT APPEARS that the Dutch sole harvest on the Morcambe Bay grounds is not materialising this year.

Last week, there were reports that some Dutch vessels were intending to move to other areas because fishing was not up to expectations in the Bay area.

owners, BUT, now has only Coldstreamer and Royal Links left. They are being stripped down and further scrap deals on both seem certain.

This further extends Salvesen's activities, particularly in the foreign field, as Whyte are agents for a number of foreign vessels.

The take-over was announced last Friday night, when Salvesen said the firm would be operated in conjunction with the Aberdeen office of John Brown and Son (Aberdeen) Ltd., under the general management of Jim Adams of Brown and Son.

Alex Whyte, who founded the business in 1947 after the dissolution of an earlier partnership, is to continue to be associated with the company as an advisor.

WHY SHOULD LABOUR-SAVING  
BE CONFINED TO THE KITCHEN?  
**SHARPS AUTOMATIC  
PILOTS FROM £350.00**



For details of all marine electronics:

**WESTRONICS**  
28 NEWTON ROAD, KINGSKERSWELL,  
NEWTON ABBOT, DEVON  
Tel: Kingskerswell 2666 (4 lines)

**BOAT OWNERS!**  
Have You A Propeller Problem?

F. A. L. SCOTTISH  
PROPELLER SERVICE  
at  
**BUCKIE**

SPECIALISE IN RECONDITIONING  
ALL MARINE PROPELLERS and  
will REBUILD and RESET the  
PITCH at ALL SIZES of  
PROPELLERS up to 18" diameter.  
SPECIALISE IN REPAIR of  
PROPELLER SHAFTS.  
SUPPLIER OF NEW PROPELLERS.  
MAKER and SUPPLIER of SMALL  
STERNGEAR



**F.A.L. Scottish  
Propeller Service**  
MARCH ROAD, INDUSTRIAL ESTATE, BUCKIE  
BANFFSHIRE  
Telephone Buckie 32185 (Day); 31422, 31608 &  
32931 (Night)

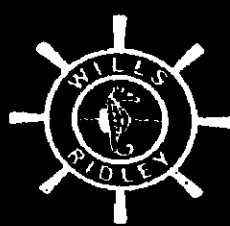
**BUYING OR SELLING**  
**The Castlemain Group**  
International Ship Brokers  
with

ten Telex-linked offices in Europe  
U.K. readers contact: Tel: Telex  
8 South St. Chichester 87671 88213  
Malpas Road, Truro 77741 45668  
Dock Rd. Lytham, Lancs. 5531 67531  
Companies in S. France, Greece, Spain, Denmark, Germany.

**TYPE 5A WATERTIGHT  
FITTING**

D.C. voltages  
24v, 110v, 220v  
A.C. voltages  
115v, 240v, 50/60 cycles  
Send for catalogue:

**Dept. LN, SONDIA LIGHTING LTD.,**  
45 PORTLAND PLACE, HULL, HU2 8QP  
Telephone: 0482 223363  
Manufacturers of Marine Lighting Fittings



**WILLS-RIDLEY**  
HYDRAULIC STEERING  
GEAR

Hand or power hydraulic for  
craft from 25ft. — 150ft. in  
length.

Winterstoke Road, Weston-super-Mare,  
Somerset. Tel: 0934-28114  
Telex: 574011  
Telegrams: Steering, Weston-super-Mare.

## Protesting Scots 'ignored' factory

### LETTERS

SIR, I have read the article  
"No Joy at Helmsdale"  
(*Fishing News*, March 26),  
concerning local fishermen  
protesting at imported fish  
causing their ruin.

My opinion is that  
Helmsdale fishermen have very  
short memories, as have  
Caithness fishermen.

Three years ago my com-  
pany, together with Highlands  
and Islands Development  
Board, set up a factory at Thur-  
so. Our products were  
laminated blocks and IQF  
fillets.

All the latest equipment was  
installed into this factory, but  
the firm, in fact, had only a very  
short life.

The reason for its having to  
close down was because of the  
lack of support it needed from  
fishermen.

During the first five months  
of operation, starting from  
scratch, the production rate  
rose to 1,200 boxes of fish per  
week — 90 per cent of the fish  
produced came from  
Kinlochbervie, 120 miles away  
from the factory.

We invited Helmsdale  
fishermen to supply our factory  
with fish and our own vehicle  
would pick up the fish and

carry it to our factory.

The reply to our request was  
yes, we could have the fish left  
over after Aberdeen was full.  
No support from the Wick fleet  
and only two boats out of the  
Scrabster fleet supported the  
factory. The boats were *Stack  
Rock* and *Star of Peace*.

I can only sum up by saying  
that the Caithness fishing  
fleets are entirely to blame for  
their own demise, by not  
supplying fish to those who  
needed it. These days no-one  
can turn away good business  
and remain prosperous.

T. Bennett,  
Fish Products Ltd.,  
Preston,  
Lancs.

## CASE FOR RULES ON FREEBOARD

SIR, I read with interest Mr.  
Napier's letter in *Fishing  
News*, April 16, and agree  
with everything he has  
written.

He writes as a naval  
architect and, I fear, some  
paragraphs in which he men-  
tions GM, KM, KG, and con-  
stants convey very little, if  
anything, to the average fisher-  
man. They are finer points in  
the controversial question of  
small craft stability.

I think Mr. Napier will agree  
that one of the difficulties with  
stability information is that an  
inclining experiment has of  
necessity to be carried out in  
still water and favourable  
weather. Also, that there is  
always the possibility of error  
may creep in when subse-  
quently determining the  
characteristics for the varying  
conditions in which a vessel  
could be placed, and that  
stability and good seagoing

qualities should be jointly  
considered.

I am perplexed at the lack of  
information published concern-  
ing the DTI requirements and,  
so far, have not seen figures to  
indicate the minimum GM con-  
sidered appropriate for a  
fishing vessel.

The case for all new con-  
struction complying to a set  
standard is very strong, but,  
likewise, it would be difficult to  
say that an existing vessel in  
service for possibly 10 years or  
more is unsafe; so obviously  
the DTI must adopt a flexible  
approach to such vessels.

But owners should be en-  
couraged, or even obliged to  
take competent advice before  
adding top hamper to their  
vessels — a practice common  
these days with the many  
mechanical devices being  
fitted.

Fishing vessels have, in law,  
been exempt from marking  
with a load line, but there is a

case for considering a  
minimum freeboard.  
Providence is being tempted by  
fishing vessels being deep in  
the water with big catches.

I feel, however, that the  
number of fishing vessel  
losses attributed to lack of  
stability is very small. I thought  
that, in the *Trident* inquiry,  
evidence I read was by no  
means conclusive.

My mind goes back to the  
great gale of 1953 when, I  
think, seven fishing vessels  
were lost. I feel certain that  
lack of stability was not the  
cause — the vessels were  
overwhelmed by extreme  
weather.

Also, don't let us forget that  
fishing is a hazardous occupa-  
tion and, on occasions, con-  
siderable risk is incurred which  
no legislation will eliminate.

George Pearce,  
Sanderstead,  
Surrey.

## Don't allow in the Dutch

SIR, I view with dismay the  
controversy over the Dutch  
plan to set up a blue whiting  
processing factory in the  
Outer Hebrides.

Surely, if the blue whiting is  
a viable proposition and is  
needed, British fishermen  
should fish and process them.  
If it is a worthwhile propo-  
sition for the Dutch, it should be  
equally as good for the British.

It is the general opinion of all  
fishermen that we should ex-  
port — not import — fish. With  
the present overburdened  
fishing grounds, the last thing  
needed is an overdose of  
foreign vessels supposedly  
fishing for blue whiting on our  
doorstep.

Fish is like any other trading  
commodity. Any country which  
wants fish can come to Britain  
and buy it.

I hope that the Government  
Ministers who have the respon-  
sibility, skill, ability and deter-  
mination to protect our  
fishermen will be wary of the  
thin edge of the wedge.  
C. Finn,  
Campbeltown,  
Argyll.

DINGLE fishermen, with the support of the  
Irish Fishermen's Organisation and Galway  
and Aran Fishermen's Association, have ob-  
jected to a proposed fishing complex to be set up  
in Fenit by a Dutch concern (*Fishing News*, March  
26).

The fishermen maintain  
that the effluent from the  
Fenit project could destroy  
rich oyster beds there, thus  
depriving hundreds of people  
of a lucrative seasonal in-  
come.

The men also claim that  
the venture is being used as  
a means of allowing Contin-  
ental concern to fish inside  
Irish territorial waters.

They claim that boats  
supplying the firm, owned by  
the Dutch concern, would be  
registered as Irish and fish in-  
side Irish waters.

The County Kerry  
Fisheries Committee, a sub-  
sidiary body to Kerry County  
Council, the local authority  
for the area which will have to  
decide on planning  
applications for the proposed  
plant, has also objected to the  
project.

M. Jean Paulus, managing  
director of a company called  
South West Exporters, which  
has been set up for the project  
and which previously issued  
details of it at a press con-  
ference, said his group would  
be prepared to have Irish  
fishermen supplying the  
plant.

He claimed that there was  
no truth in allegations that  
the project was an attempt to  
fish inside Irish waters by  
foreign boats.

He said that, if he had to  
use his own boats to supply  
the plant adequately, he  
would give a guarantee that  
they would not fish in  
grounds frequented by the  
Dingle boats.

Our Irish correspondent  
says that there is some con-  
cern also in Castletownbere  
about the proposal of a

Spanish firm to set up a plant  
on Dinis Island and supply  
it with its own vessels.

The Government and BDA  
have supported this plant,  
but there has been a whole-  
hearted welcome from  
fishermen who are uncertain  
about the situation.

The company involved at  
Castletownbere is *Pescanova*  
from Spain, a leading Euro-  
pean fishery company, which  
will set up *Eiranova Fisheries*  
Ltd., with the aid of a  
£300,000 grant from the Irish  
Government.

The proposal is that two-  
thirds of the factory's re-  
quirements be supplied  
from its own four vessels,  
with the balance coming from  
local fishermen.

## AGM DATE

THE 141st annual general  
meeting of the Fishmongers  
and Fish Dealers' Association  
will be held at Guildhall, Man-  
chester, on May 20 at 2.30 pm.

## Why I'll have to give up fishing

SIR, The *Fishing News*  
report on the crew situation  
here in Grimsby (April 16  
issue) gave me cynical  
thoughts.

Maybe the deck department  
is finding it a bit hard to crew  
the ships. It is not the same  
case in the engineering depart-  
ment.

I am not a qualified engineer  
but know enough to have ad-  
vised as 3rd and 4th engineer and  
freezers, but mostly as a  
greaser.

I have been out of a ship  
now for seven weeks and,  
although there have been  
several jobs going, the  
preference has been to go  
steam engineers as greasers.

When the owners laid up the  
steam trawlers they said the  
steam engineers would be ab-  
sorbed into the diesel trades.  
That's the policy the vessel  
owners have followed. To be  
this they have pushed out the  
regular diesel men like me.

I honestly think that, day  
trawlers will be laid up for  
the high costs, but the sta-  
ge of trawler crews "below  
and on deck."

Remember a strike in the  
late fifties? I think I lasted a  
few weeks. When the strike was  
over the ships were unable to  
put to sea because the crew  
were not to be found.

Why? Because many of  
them had got jobs ashore and  
knew many of them never  
returned to sea. I believe this  
what is going to happen again.

I know even now of  
engineers who have taken  
jobs ashore and won't  
return to sea. Like myself, they  
have become disheartened  
after being told there is  
"nothing doing". It won't be  
long before I give it up, too.

T. Willmott,  
c/o RNMDSF,  
Hope Street,  
Grimsby.

# DEEP WATER FLEET FACES £5½m. LOSS

THE British trawling  
industry could lose  
£5½m. for the year en-  
ding next September  
according to an in-  
dependent accountancy  
consultants' report  
to the Government.

The deep sea fleet is plung-  
ing deeper into the red with  
the prospect of more ships be-  
ing scrapped and many more  
jobs being lost.

Fisheries Minister, Fred  
Pearl, has been told by the  
British Trawlers' Federation  
that they feel the report  
proves the overwhelming  
need for which the Govern-  
ment has asked for before  
resuming financial aid.

The consultants' summary  
for the last year, presented to  
the Government in January,  
covered 258 vessels sailing  
from Fleetwood, Grimsby,  
Hull, Lowestoft and North  
Shields, while the current  
projection covers only 238  
vessels, illustrating the con-  
tinuing decline in the fleet.

Despite a forecast of in-  
creased earnings from sales of  
fish and by-products, the

projection sees an estimated  
operational loss of more than  
£1m. for the fleet as a whole,  
to which must be added nearly  
£4m. for capital  
repayments and interest  
charges on loans for trawlers.  
This gives a deficit of more  
than £5½m. before anything is  
set aside for depreciation, es-  
timated at a further £7m.

Austen Laing, director-  
general of the British  
Trawlers' Federation, said:  
"The Government knows that  
the cash the industry can call  
upon over and above its ear-  
nings is well below the  
prospective £5½m. shortfall in  
its cash flow so, without  
assistance, a further decline  
in the fleet and the conse-  
quent loss of jobs is in-  
evitable."

"With the older tonnage  
gone in the contraction of the  
last two years, we are now  
starting to gnaw away at the  
backbone of the industry as  
newer ships are scrapped or  
tied to the wall."

The federation said that  
most of its troubles stemmed  
from the hopelessly sub-  
economic and heavily sub-

sidised prices of fish imported  
from both within and without  
the EEC and is in no way  
related to a careful considera-  
tion of the future needs of the  
industry.

"We have asked for a  
meeting with the minister,  
pointing out that the contrac-  
tion represents an in-  
discriminate waste in both  
economic and human terms  
and we trust that he will now  
prevent any further waste of  
these valuable resources,"  
said Mr. Laing.

## Top trips from Iceland

FLEETWOOD trawlers  
returning from Iceland  
met good markets last  
week with some excellent  
grossings. One in par-  
ticular was the side  
trawler *Wave Conqueror*  
(Skipper Joe Newsam).

This 139ft. vessel landed  
1,228 kits, including 800 of  
cod, 25 of plaice, over 400 of  
haddock and 10 of coley,  
which sold for £26,756.

This was one of the vessel's  
biggest-ever grossings and her  
catch of haddock was one of  
the best from the Iceland  
grounds for a long time.

On the same day, the  
nearwater trawler *Andrew  
Wilson* (Skipper Fred  
Thompson) took advantage of  
the good markets with a 317  
kits from the Scottish  
grounds. The total included  
two of hake, 160 of cod, 10 of  
plaice, 25 of haddock, 10 of  
whiting, 30 of coley and 20 of  
rocker, which sold for £8,180.

The pocket trawler  
Craigmillar (Skipper John  
Jackson) cashed in on the last  
part of the Irish Sea cod  
season, returning to port with  
207 kits, including 160 of cod,  
which sold for £3,693 — a  
good grossing for this type of  
vessel.

It was also a good week for  
the small J. Marr and Son  
stern trawler *Norina*, which  
since her recent completion,  
has proved the value of her  
class, under the command of  
Skipper Frank Wilson.

The 130ft. vessel worked  
Iceland on her latest voyage  
before returning to port with  
1,201 kits, including 900 of  
cod, 20 of plaice, over 100 of  
haddock and 50 of coley,  
which sold for £23,261 — a  
total which shows the  
capabilities of this small  
Gavin-type trawler.

There was a good grossing  
for the larger stern trawler  
*Lunada* on the following day.  
This vessel, commanded by  
Skipper Bill Reader, worked

Greenland and Iceland, but  
her fishing time was cut when  
she had to take an injured  
crew member to a support  
ship.

However, she still managed  
a catch of 1,464 kits, in-  
cluding 1,200 of cod, which  
sold for £28,823.

On the same day the  
nearwater trawler *David  
Wilson* (Skipper John Banks)  
landed 362 kits from the  
Scottish grounds. The catch  
included four of hake, 160 of  
cod, 30 of plaice, 20 of had-  
dock, 20 of coley, 25 of rocker  
and 40 of dogs, which sold for  
£6,849.

It was a better week for the  
port's inshore fleet. After be-  
ing hit by bad weather and in-  
different fishing, the fleet's  
fortunes picked up last week  
with good catches of plaice  
being found in Morecambe  
Bay. This met consistent de-  
mand which resulted in a  
welcome upsurge in earnings  
for most of the vessels.

## FIRM EXPORT ORDER

Tenders are invited for all or part of the  
following:

ITEM NO.	NYLON FISHING NET: White (Single Knot, Double Selv. on Top & Bottom)				
1.	2 1/4" x 6"	L3	3"	400m x 100yds.	130 bundles
2.	2 1/4" x 6"	L3	4"	400m x 100yds.	48 bundles
3.	2 1/4" x 6"	L3	5"	400m x 100yds.	17 bundles
4.	2 1/4" x 6"	L3	6"	400m x 100yds.	15 bundles
5.	2 1/4" x 6"	L3	7"	400m x 100yds.	12 bundles
6.	2 1/4" x 6"	L3	8"	400m x 100yds.	11 bundles
7.	2 1/4" x 6"	L3	9"	400m x 100yds.	10 bundles
8.	2 1/4" x 6"	L3	10"	400m x 100yds.	8 bundles
9.	2 1/4" x 6"	L3	11"	400m x 100yds.	786 bundles
10.	2 1/4" x 6"	L3	12"	400m x 100yds.	455 bundles
11.	2 1/4" x 6"	L3	13"	400m x 100yds.	320 bundles
12.	2 1/4" x 6"	L3	14"	400m x 100yds.	288 bundles
13.	2 1/4" x 6"	L3	15"	400m x 100yds.	262 bundles
14.	2 1/4" x 6"	L3	16"	400m x 100yds.	20 bundles
15.	2 1/4" x 6"	L3	17"	400m x 100yds.	20 bundles
16.	2 1/4" x 6"	L3	18"	400m x 100yds.	20 bundles
17.	2 1/4" x 6"	L3	19"	400m x 100yds.	20 bundles
18.	2 1/4" x 6"	L3	20"	400m x 100yds.	20 bundles
19.	2 1/4" x 6"	L3	21"	400m x 100yds.	20 bundles
20.	2 1/4" x 6"	L3	22"	400m x 100yds.	20 bundles
21.	2 1/4" x 6"	L3	23"	400m x 100yds.	20 bundles
22.	2 1/4" x 6"	L3	24"	400m x 100yds.	20 bundles
23.	1 1/2" dia. size	QTY:	178,400 yards.		
24.	1 1/2" dia. size	QTY:	508,400 yards.		
25.	1 1/2" dia. size	QTY:	1,283,040 yards.		
26.	1 1/2" dia. size	QTY:	36,000 yards.		
					S. Total

### NYLON ROPE: N. White

1/16" dia. size	QTY:	178,400 yards.
1/8" dia. size	QTY:	508,400 yards.
1/4" dia. size	QTY:	1,283,040 yards.
3/8" dia. size	QTY:	36,000 yards.
		S. Total

### NYLON TWINE: N. White

210d/2 L2 (11b. cord)	QTY:	800 lbs.
210d/3 L3 (11b. cord)	QTY:	800 lbs.
210d/6 L3 (11b. cord)	QTY:	5,820 lbs.
210d/9 L3 (11b. cord)	QTY:	19,340 lbs.
210d/12 L3 (11b. cord)	QTY:	9,120 lbs.
210d/15 L3 (11b. cord)	QTY:	13,320 lbs.
210d/18 L3 (11b. cord)	QTY:	11,000 lbs.

### FISHING FLOAT: Orange

Type	No. Vinyon S-3
Size:	Thickness: 1-1/2"
	Diameter: 3-7/16"
	Hole Dia.: 1"
Quantity:	775,695 Pieces.
<b>LEAD.</b>	
Size:	12" x 16" x 1mm. thickness
Quantity:	28,593 Sheets.

### FISH HOOK:

Size No. 1	QTY:	4,800 Pcs.
Size No. 2	QTY:	3,800 Pcs.
Size No. 3	QTY:	31,200 Pcs.
Size No. 4	QTY:	41,000 Pcs.
Size No. 5	QTY:	120,000 Pcs.
Size No. 6	QTY:	120,000 Pcs.
Size No. 7	QTY:	7,200 Pcs.

### Terms & Conditions:

Payment:	By an Irrevocable L/Credit at sight.
Shipment:	About four months after receipt of L/Credit at our hand, but possible to ship partially starting from two months.
Packing:	Net, Rope ... in a bale packing Twin, Float ... in a double carton case. Lead, Hook ... in a wooden case.

### Contact:

**STERDENE LTD.**

44 High St., Royston, Herts.  
Tel: Broadfield (076388) 243.



# STEEL 86-FOOTER IS SKIPPER'S FIRST COMMAND

THE LATEST 86ft. steel seiner-tribaler to come from the Aberdeen yard of John Lewis and Sons Ltd. is named *Supreme*. She is the first command for Skipper Innes McPherson of Hopeman.

*Supreme* joins the growing number of seiners to be fitted with rope storage reels. Skipper McPherson told *Fishing News* that there is an increasing trend towards the reels as they cause less wear and tear on the ropes.

He said: "The ropes are now so expensive that we've got to look after them." The reels fitted to *Supreme* are made by the Ellum firm of Fishing Hydraulics (Scotland) Ltd. Weighing about 15 cwt. each, the reels have steel tube flanges of an open-spoked design and automatic spooling gear.

## No stopping

A slot in the main flange allows damaged rope to be guided onto an auxiliary drum, without the need to stop the reels or winch. The reels are also fitted with two sets of brakes: one set under the wheelhouse and the other in the wheelhouse. Both sets of brakes can be operated independently.

A control valve is fitted under the wheelhouse for use when shooting the gear but, when hauling in the gear, the reels can be surged or stopped from the wheelhouse.

Skipper McPherson said he had ordered his boat from the Lewis yard as the firm has a successful name and produces a good boat.

When *Fishing News* asked Skipper McPherson how he feels about taking over a large new boat during the present troubles in the fishing industry, he said he feels pretty optimistic about the future.

The big seiners seem to be doing a bit better just now and he feels that these boats "will come into their own".

He said the big worry for fishermen at present is the imports of foreign fish, but he also sees over-fishing as a big danger.

*Supreme* will be working from Peterhead or Aberdeen

and is to use Duthie seine nets. Made by an Aberdeen firm, these nets are used by a number of successful seiners including *Inter Nos* and *Cavalier*.

With an overall length of 26.2m. (86ft.) and moulded beam of 6.7m. (22ft.), *Supreme* is a seiner-tribaler version of the well known Lewis Mk. II class of pocket trawler and has a transom stern, raked stem and whaleback.

## Power

The main engine is a Mirreless Blackstone BTSL6MGR giving 637 bhp at 750 rpm. It drives the fixed pitch propeller through a 3:1 reverse and reduction gearbox.

Two Gardner 6LX auxiliary engines are fitted. One drives a Newage Lyon alternator while the other powers the hydraulic pumps for the winch, power block and rope reels, plus another Newage Lyon alternator.

The Gilbert Gilkes and Gordon bilge and general service pumps, and Worthington Simpson air compressors, are electrically-driven. Tanks have capacity for 134 tons of fuel oil and five tons of fresh water.

An Andreas Jensen and Sonner seine and trawl winch, driven by a Dowty pump, is fitted below the wheelhouse. A Lössie Hydraulic Co. power block is located aft of the deckhouse.

An aluminium gutting shelter is fitted, and the fishroom is insulated with glass fibre and has a capacity of 120 cu. m.

Brown and Perring (Instrumentation) Ltd. supplied much of the wheelhouse equipment, including Atlas 720 fishfinder, "Sailor" T122 R105 radio telephone, "Sailor" RT42 vhf set and Callbuoy Mermaid 23 watchkeeping receiver.

Decca has supplied a 350T track plotter, 916 and 050 radars, Mk.21 navigator and an automatic pilot. Also fitted is an Audix intercom system, Tenford steering gear and two Bostrom chairs.

*Supreme* is named after an old Hopeman steam drifter.

Right: *Supreme* at Aberdeen. The Lewis-built seiner-tribaler, which is named after an old Hopeman steam drifter, is another in a long series of steel boats from the Aberdeen yard.

# Steam-in-the-bag cement potter

THE ferro-cement hull for a new 40ft. Littlehampton potter has been built up-side-down on a mould and steam cured in a giant polythene bag.

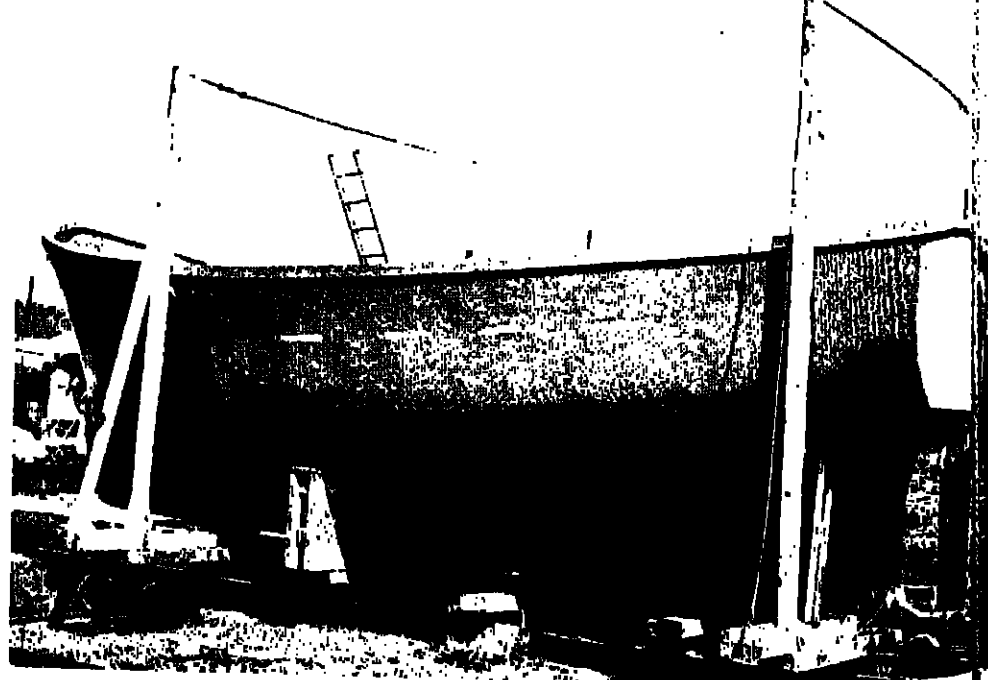
This building method — which is claimed to speed up production of a hull from about six months to six weeks — is being used by Ferro-Sea-Craft. The small firm produces hulls in a very rudimentary polythene-covered 'shed' on Hayling Island.

It's not vast financial backing, but skill and ingenuity, which has produced this hull which is the eighth, but first for full-time fishing. The skipper-owner, Peter Burdett, is to fit her out himself at her home port.

Ferro-Sea-Craft is run by Don Fuller with the help of local fisherman Wally Kendall. Mr Fuller told *Fishing News* that, after building boats of wood, GRP and aluminium since the war for various companies, the mould method for ferro-cement seemed to come naturally. Although it is a departure from the pipe-frame system UK ferro-cement boat builders are using, some foreign yards are building ferro-cement boats in special moulds.

Don Fuller's mould consists of plywood shaped to the

hull lines and polythene is used to stretch over the mould to form a working surface. Because the framework could be practically thrown away after each hull, there are no large sums of money



Above: the ferro-cement hull for a Littlehampton skipper ready for launching at Hayling Island. Below left: aboard the 40-footer. The deck is also built of ferro-cement. Below right: Don Fuller, who says the yard could mould a 70-footer.

in use. The framework of a boat is formed using 1/2in. dia. high tensile steel rod which is accurately wound transversely and longitudinally around the hull at 1 1/2in. centres. Some eight-layers of chicken wire are wired onto the framework and a team of 10 to 12 men then plaster the hull, which is built up-side-down. Hull thickness is around 1/2in. to 1in.

Plastering is supervised to ensure the proper and even spread of mortar and a standard vibrator is used to compact the mix. The hull is finished off as smoothly as possible.

Normally a ferro-cement hull takes around one month to cure, but Ferro-Sea-Craft covers the hull in a polythene 'bag' and steam is pumped in to cure the hull in about a day.

The hull is turned the right way up using a home-made roller wheel bolted to the hull on rods, which are left protruding from the hull framework. Deck beams are not considered necessary and the deck is 1/2in. thick.

Don Fuller told *Fishing News* that "the steel content of the hull is the strength of the boat; the cement stops the water getting in."

Bulkheads, deck and fuel tanks are also made of ferro-cement using a mould. The engine beds are of steel.

Ferro-Sea-Craft builds a hull for £90 a foot and the deck and hatch openings are an extra £30 a foot. So, the bare 40ft. hull costs £3,600. Added to this are the four

bulkheads at £150 each and the two epoxy-lined 180-gallon fuel tanks, mounted each side of the engine, at £150 each. The hull ready to fit out is priced at £5,700.

The mould building system produces a boat without frames — unlike the more traditional pipe frame method — and so the boat's interior is very spacious.

However, while a lack of frames may be acceptable for small boats, it will certainly raise a few eyebrows for larger craft — especially if the yard went ahead with a 70-footer, which Don Fuller claims he is quite prepared to do.

He told *Fishing News*: "Our gunwales will deflect a blow and will spring back into place."

There is no particular advantage in a heavy skin on top of the wire frames. If you keep it at 1/2in., it's ideal."

But, ferro-cement boat builders generally agree that the material can only give so much — after this point it will crack.

The firm uses its own boat designs and is prepared to fit out its hulls ready for sea.

Ferro-Sea-Craft offers three standard boats — 26, 32 and 40ft. — but will quote for other lengths.

The Littlehampton potter has an overall length of 41ft. 3in., beam 14ft. 6in. and draft, 5ft. Registered length is under 40ft.

...focus on ferro-cement

FERRO-Sea-Craft will be just one of the builders described in a special feature on ferro-cement fishing boats in the June issue of our associate monthly journal *Fishing News International*. This will look at some of the ferro-cement fishing boats being built in the USA, Canada, Brazil, Cuba, Norway and Britain.

MAY 1, 1926. FOUR German skippers fined total of 60,000kr for fishing inside Icelandic waters.

PARAPET of Balaklava harbour, Fraserburgh, is near to collapse. Estimated cost of repairs is £1,260.

CONSOLIDATED Steam Fishing & Ice Co. Ltd., places order with Cochrane & Sons for two 140ft. steam trawlers worth £30,000.

WHIRLWIND reported in the Channel, off Folkestone.

# 'Fish for boxing comes ashore at ten tons an hour'

# Devon firm develops a speedy fish pump

FISH PUMPS in use at Plymouth, Devon, have up to now been suitable only for handling catches destined for the meal plant because they damage the fish.

Now, D.A.M. Trawlers Ltd., of Plymouth has developed a system whereby fish for boxing can be brought ashore without damage.

The heart of the new system is a vacuum pump to evacuate a large steel cylinder capable of holding up to 10 cwt. of fish. This cylinder is connected by 6in. flexible pipe which is used for sucking the fish up from a boat's hold.

When the cylinder is filled, a valve notes the increase in weight and sends a signal to shut off the vacuum. At the same time it actuates the pneumatic cylinders which open the dump hatch on the steel cylinder. This releases the fish and they fall by gravity into a waiting lorry or hopper. Once released, the cycle starts up again.

Fitted in the suction line from the vacuum pump is a scale and water trap to prevent this material from entering the pump. An air silencer is fitted to the air outlet from the pump to reduce noise.

Using this system, up to 20 tons of fish an hour can be handled. But when the fish is being boxed, this is reduced to 10 tons an hour — the maximum which can be handled conveniently.

Mr. Atkinson of D.A.M. Trawlers told *Fishing News* that one box of fish had been passed through the system seven times. When placed

alongside a box taken direct from the hold experts could not tell the difference!

So far this new system has been used for mackerel and pilchards. With the queen season getting underway in the West Country, it is hoped to try it out on those shellfish. The designers can see no reason why it will not work just as well.

'This could save fishermen the tedious job of bagging queens before they are landed.'

It is thought that white fish would be easier to pump than softer pilchards and the pipe size could be increased to allow larger fish to be unloaded.

## Pollution

Using this vacuum system, there is no need to fill the fish hold with water, as with the other pumping systems. This reduces the possibility of contamination from the dock water and avoids any pollution of the dock with fish offal when the hold is pumped out again. This is an important consideration in these pollution conscious days.

There is little restriction on the length of suction used; the designers expect that it will work satisfactory at distances of up to 600 ft. from the vacuum pump.

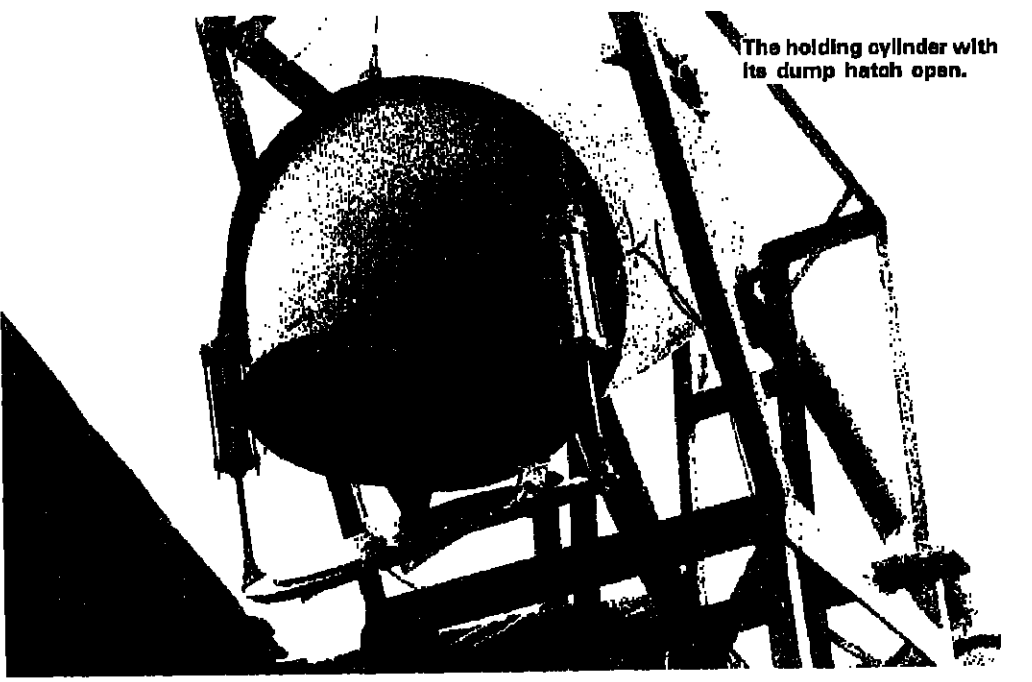
The prototype is mounted on a concrete lorry chassis, with the drive for the pump taken from the lorry engine. This allows mobility, but the pump could be equally well mounted in a shed with electric drive.

BELGIAN fishing boat *Jan Valdero* lands 60 tons of sole at Fleetwood.

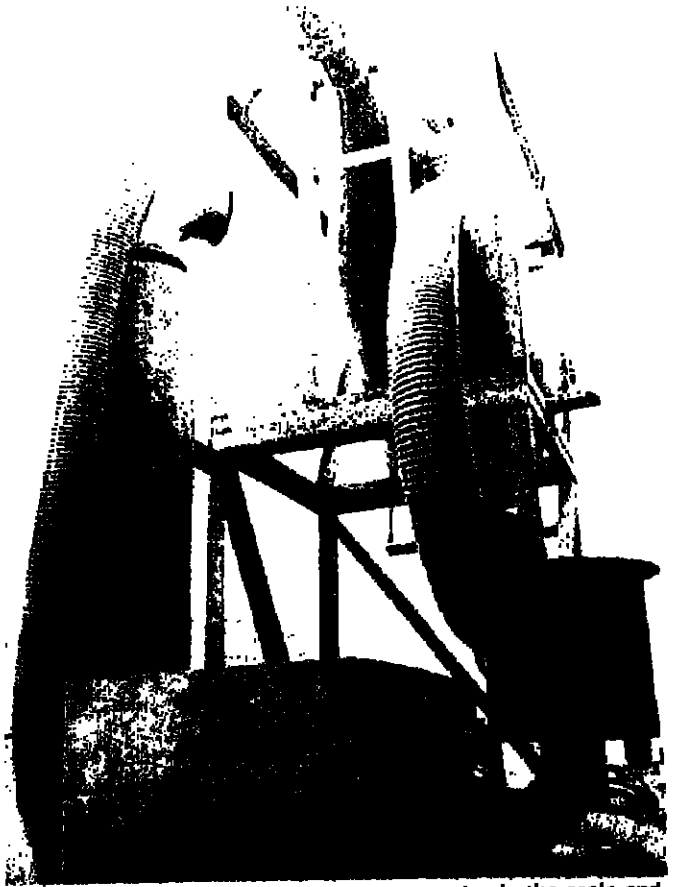
UNITED States calls for conference of maritime powers on oil pollution.

CHARITY football match held between Billingsgate and Smithfield market staff at the West Ham ground in London.

ABERDEEN'S Hall Russell & Co. Ltd., launch 59th steam trawler for Irvin & Johnson Ltd., of South Africa.



The holding cylinder with its dump hatch open.



The box housing the vacuum pump connects via the scale and water trap on the right to the cylinder above. On the left is the air silencer and suction pipe to the fish hold.

## PNEUMATIC BULK-FISH TRANSFER TRAWLER TO SHORE

PNEUMATIC SYSTEMS FOR HANDLING OF BULK FISH, FISH MEAL, ICE, ETC. AT RATES OF 10-50 TONS/HOUR WITHOUT DAMAGE AND INDEPENDENT OF TIDE CONDITIONS.

For details contact:

DAM TRAWLERS LTD.

IN ASSOCIATION WITH FISH HANDLING CONSULTANTS PLYMOUTH 68207

35ft. x 10ft. 10in. x 3ft. 6in. All steel hull, deck & wheelhouse from £3,500. Or hull only available.

**SHEET METAL STRUCTURES LTD.**  
Heylands Wharf, 178 Abbey Road, Barking, Essex.  
Tel. 01 594 1808

**50 years ago**

Recalling some of the stories which appeared in our columns this week 50 years ago.

**Anglo-Dansk**  
for Engine Repairs and Installations  
Winch & Deck Gear Repairs  
Prompt & Efficient Service

Spares & Service Agents for  
**HUNDESDEN**  
Motor & Propeller Gear

Recommended Repairers  
and Spares  
Stockists for  
**GARDNER ENGINES**

Anglo-Dansk Marine  
Engineering Co. Ltd.  
Robinson Lane, Fish Dock, Grimsby  
Telephone 51457/8. Telex 527323

**MARINE AUCTIONS  
LIMITED**  
sell by private treaty  
and/or auction.

Open 7 days a week. 800  
vessels sold during 1975.  
Hundreds of prospective  
buyers call at the premises  
weekly.

Write or phone 020 15 8888  
Tuckton Bridge, Christchurch,  
Dorset.

**GLASS FIBRE FOAM FILLED  
BUOYANT APPARATUS**  
Approved by the Department of Trade  
as a means of saving lives from  
ships. Buoyant and easily carried.  
Suitable for use in rough seas.  
Also available in various sizes.  
Write for details.

Approved Standard Models  
Approved Measurements  
14' max. length 3' 6" width 3' 6"  
14' max. length 3' 6" width 3' 6"  
20' max. length 5' 6" width 4' 6"  
20' max. length 5' 6" width 4' 6"  
20' max. length 5' 6" width 4' 6"  
20' max. length 5' 6" width 4' 6"

**SALTER BROTHERS LTD.**  
Lancaster Road, Grimsby  
Tel. 0476 434172  
Established 1888  
Incorporated Limited Co 1913

## John Burgess' Log



## SNAP-ON CLIPS FOR LONGLINES

I RECEIVED a letter recently from a friend who has been fishing in New South Wales and Western Australia for a number of years. He is now lobstering and line fishing off the west coast of Scotland.

Some of his remarks about the use of clips may provide food for thought if you go longlining, particularly so if you catch skate and roker.

### Hooks

He sent a clip of a type used when drop-line fishing for Big Eyes from Eden in N.S.W. He used to attach hooks to these clips with spring washers and, as the line came in, he unclipped them and threw them with a fish on the deck or, without, into a basket.

The clips were so handy that he does not use hooks and snoods permanently attached to a line.

Clips or snap-on connectors, similar to the sample he sent, are obtainable in the UK, if a big enough order is placed, from Specialist Springs, 96 St. Michael's Trading Estate, Tannery Road, Bridport, Dorset or, in any quantity, from the North Supply Co., Salmon Bay Terminal, Seattle, Washington 98119, USA or C. H. Smith and Co. P/L, 16 Charles St., Launceston, Tasmania.

## Steel boat plans

"I HAVE a 23ft. boat which has given good service, but have recently

"I HAVE read of a composition which can be applied to wooden hulls before they are coated with primers and anti-fouling paints that prevents gribble worms from penetrating the wood.

"In one report it was stated that the composition comes from the USA; in another, from Norway. Do you know where it does come from and where it can be obtained here?"

The only composition that I know of, which resembles the one you refer to, is based on a formula that has proved highly successful in combating attack by marine borers along the Atlantic seaboard of the USA for several years.

It is a wood preservative now produced in this country by Jotun-Henry Clark.

It is known as Jotun's Special Wood Preservative—a composition which contains an insecticide capable of destroying gribble worms within a period of 3-6 days.

It can be used to treat the timbers of both new and old boats when there is either a danger of their being attacked or after they have been penetrated.

For long term protection of new timber, Jotun's recommendation that it is deeply impregnated with the preservative by pressure treatment and that the preservative is always applied whenever boring or cutting exposes untreated surfaces when a vessel is being built.

To protect an existing boat it is recommended that the bottom paint be burnt off with a blow lamp and removed by scraping.

Thereafter, it should be scrubbed and hosed with fresh water to remove all traces of salt before preservative is applied.

To treat a hull, which has been penetrated by gribble, it is recommended that all affected timber be replaced and that, after unaffected timber has been burnt off, scraped and hosed with fresh water, both new and old

timber should be coated. Impregnation and application of preservative to bare wood are not the only precautions you can take to prevent your boat being attacked by gribble. Jotun's produce coatings to go over treated wood to reduce the risk of attack even further.

It recommends that bottoms of boats newly built with impregnated timbers should be given a coating of their Aluminium Primer, a full coat of their No. 850 Special Primer and (in two coats) of Maroon Anti-Fouling Mk. IV.

It recommends that the same priming and anti-fouling coats be applied to hulls which have been attacked by gribble, after they have been treated.

But it has so much faith in the worm-resistant properties of its Maroon Anti-Fouling Mk. IV, that it says that two full coats of it should protect hulls with no trace of attack.

Prices and instructions for application of Jotun's Special Wood Preservative, primers and anti-fouling, are obtainable from Jotun-Henry Clark Ltd., 8 Finchbury Buildings, London EC2; 11 Warehouse, West End, Albert Dock, Hull; or from their agent in Scotland, J. Mar (Aberdeen) Ltd., 184 Albert Quay, Aberdeen.

decided that I need a larger one, a boat about 45ft. long with a beam of 14ft. and draught of 5ft.

"As prices of new boats are so high nowadays, and I can obtain the services of a boiler maker and welder, I intend to build it of steel myself.

The firm has designed all sorts of fishing vessels, from 30ft. lobster boats to 86ft. purse seiners during the last few years and welcomes inquiries for designs of any type.

If it does not have an existing design which meets with your approval, it probably has one that almost does. And it is willing to develop a design in accordance with your idea.

It can supply general arrangements plans, lines plans; offsets specifications; hull machinery, electrical, piping and accommodation plans. It also undertakes stability calculations.

"Can you tell me where I can get suitable plans and advice about how to comply with the new Fishing Vessels (Safety Provisions) Rules and any other regulations affecting fishing boat construction?"

"I think you could probably get suitable plans and expert advice about all regulations from The Napier

Plans  
"Can you tell me where I can get suitable plans and advice about how to comply with the new Fishing Vessels (Safety Provisions) Rules and any other regulations affecting fishing boat construction?"

It supplies complete kits in various sizes—extinguishers, brackets, pipes, T-pieces, spray nozzles, fixing screws, pipeclips, etc.

It's extinguishers are filled with a gas developed by ICI called Bromochlorodifluoromethane, commonly known as BCF, which is especially effective against petrol, oil, Calor gas and electrical fires.

It makes no mess and leaves no deposit like powder, foam and water does, and is said to be harmless to clothing, electrical equipment, all boat building materials and humans.

It's extinguishers are filled with a gas developed by ICI called Bromochlorodifluoromethane, commonly known as BCF, which is especially effective against petrol, oil, Calor gas and electrical fires.

It makes no mess and leaves no deposit like powder, foam and water does, and is said to be harmless to clothing, electrical equipment, all boat building materials and humans.

It's extinguishers are filled with a gas developed by ICI called Bromochlorodifluoromethane, commonly known as BCF, which is especially effective against petrol, oil, Calor gas and electrical fires.

It makes no mess and leaves no deposit like powder, foam and water does, and is said to be harmless to clothing, electrical equipment, all boat building materials and humans.

It's extinguishers are filled with a gas developed by ICI called Bromochlorodifluoromethane, commonly known as BCF, which is especially effective against petrol, oil, Calor gas and electrical fires.

It makes no mess and leaves no deposit like powder, foam and water does, and is said to be harmless to clothing, electrical equipment, all boat building materials and humans.

It's extinguishers are filled with a gas developed by ICI called Bromochlorodifluoromethane, commonly known as BCF, which is especially effective against petrol, oil, Calor gas and electrical fires.

## FIRE EXTINGUISHER

"WHERE can I get fire quenching equipment for my 35ft. boat."

One supplier of this equipment is Golden Arrow (Extinguishers) Ltd., of Newhaven, Sussex.

It supplies complete kits in various sizes—extinguishers, brackets, pipes, T-pieces, spray nozzles, fixing screws, pipeclips, etc.

It's extinguishers are filled with a gas developed by ICI called Bromochlorodifluoromethane, commonly known as BCF, which is especially effective against petrol, oil, Calor gas and electrical fires.

It makes no mess and leaves no deposit like powder, foam and water does, and is said to be harmless to clothing, electrical equipment, all boat building materials and humans.

It's extinguishers are filled with a gas developed by ICI called Bromochlorodifluoromethane, commonly known as BCF, which is especially effective against petrol, oil, Calor gas and electrical fires.

It makes no mess and leaves no deposit like powder, foam and water does, and is said to be harmless to clothing, electrical equipment, all boat building materials and humans.

means of T-pieces, supply discharge heads fitted at vulnerable points.

Operating lever is fitted on top of the extinguisher and if you want to use the extinguisher on its own, you can easily pull it out of its bracket and do so manually.

Another feature is that BCF does not deteriorate with time and so extinguishers don't have to be discharged, a red disc indicates that the cylinder is empty.

One Seasafe kit is supplied with three discharge heads; two with six each; and one with eight. Each kit is designed to protect compartments of a specific total cubic capacity.

So you can judge which you need by calculating the capacity of your engine room, galley and any other compartments which ought to be protected.

If you want them automatically protected, Seasafe equipment for protecting 125 and 250 cu. ft. compartments is available. Automatic equipment is installed in HM ships and

## Horns

"DO YOU know where I can get a foghorn which can be operated off a 12V power supply?"

"I think one or other of the Flamm horns will suit you very well."

One supplier is Greenham Marine Ltd., The Quay, Poole, Dorset, a firm which specialises in marine electrical equipment.

Another is Plymouth Marine Ltd., Plymouth, Devon, which also specialises in marine electrical equipment.

Both firms will supply a full range of marine electrical equipment, including foghorns, and will also carry out repairs and alterations to existing equipment.

Both firms will supply a full range of marine electrical equipment, including foghorns, and will also carry out repairs and alterations to existing equipment.

## Fishermen fear Poole pipeline

STRONG opposition has come from fishermen to moves which could lead to an oil pipeline from a new on-shore field on Purbeck crossing Poole Harbour.

"Fishermen want the oil kept away from the harbour," said Roland Stuart, secretary of Southern Sea Fisheries District Committee.

He believes the Gas Council's Purbeck oil field at Wyth Farm would be best served by a railhead at nearby Fuzesbrook—which would cut out an underwater pipeline.

"What we are frightened of is the complete destruction of the valuable oyster beds as well as fish," said Sandy Wills, chairman of Poole Fishermen's Association.

"If the pipeline were to break, which it could do, the harbour would be full of oil before anyone could stop it," he said.

At the moment the course of the pipeline is in a survey stage.

In the meantime, members of southern district have been invited to see the well-heads during an official visit to Wyth Farm oil field.

## TOP SHELLFISH MEN TO SPEAK AT CONFERENCE

DR. ERIC Edwards and Dr. Peter Walne of the MAFF, J. C. Early of Torry Research Station and Ernest Hamley of the Fisheries Organisation Society, will be among the main speakers during the annual Shellfish Conference in London on May 18-19.

The conference, organised by the Shellfish Association of Great Britain, will be in the Fishmongers' Hall.

It will start on the morning of Tuesday, May 18, with a four-part presentation on lobsters and crabs introduced by Dr. Edwards, of the Burnham-on-Crouch Laboratory, with a general review of lobster and crab fisheries in the UK.

The views of a Dartmouth crabber will then be given by Ken Browne of Paignton, the cultivation of crustaceans at Conwy will be described by

Dr. Walne, J. Munford and R. Richards; and in the final part of the presentation, Mr. Early will deal with processing lobster and crab meat.

The morning session will conclude with a talk by J. B. C. Simmonds, a solicitor, on Shellfish and the Law.

In the first afternoon session, Dr. Albert Lucas, of CEDEX in France, will discuss aspects of rearing and cultivating clams.

Later in the afternoon, the conference will adjourn for a special exhibition to be given in the Court Room of Fishmongers' Hall by the Burnham-on-Crouch and Conwy laboratories and by the Marine Laboratory in Aberdeen.

Sessions on Wednesday will include a report on 60 years with the FOS, to be given by Mr. Hamley.

P. Thursfield, of Packaging Advisory Service, will give a talk on developments in packaging materials for shellfish, and the large

shellfish industry of Chesapeake Bay in the eastern United States will be described by Dr. F. O. Perkins of the Virginia Institute of Marine Science.

Finally, Albert Stroud, a Thames Estuary oyster-dredger from 1912 to 1933 will talk about oyster dredging under sail.

Further information from G. A. A. Gardner, director of the Shellfish Association, Fishmongers' Hall, London Bridge, London EC4R 9EL.

## 'FIRST' OF ITS KIND

THE 36ft. lobster boat Fulmar was lowered into Wick Harbour earlier this month after a traditional naming ceremony at the Wick yard of boatbuilders James McCaughey.

Fulmar is said to be the first vessel in the country to be built with a Saab diesel variable pitch propeller 100 hp engine which produces greater manoeuvrability.

She was built for joint owners Alan Jackson and Ian Cox, Padachre, near Gairloch, ex-aero engineers.

## NEW DEPOT

A.N.D. Electronics Ltd., the North Shields marine electronics firm, has opened a sub-depot at Hartlepool to meet its expanding trade.

Managed by Bob Burdis, the new sub-depot is situated at 73 Church Street, Hartlepool (tel: 4578), once the site of the well-known firm of compass adjusters, B. Willings & Co.

## FISHERMEN'S MISSION

SERVING and CARING  
For Shipwrecked, Sick,  
Distressed, Disabled, Retired  
and Sea Going Fishermen  
their Wives, Widows and  
Children

### THIS IS OUR BUSINESS

Will you share in this ministry by  
sending a generous donation to  
Royal National Mission to Deep Sea  
Fishermen

43 Nottingham Place,  
London W1M 4BX

Chairman: Admiral Sir Charles Madden, Bt., G.C.B., D.L.  
Secretary: J. C. Lewis Esq., O.B.E., J.P., F.C.I.S.



Patron H.M. The Queen  
94 years constant service to fishermen and their families

## WAYDON Mouldings Ltd.

LOBSTER POTS  
Moulded in Polypropylene  
giving a very tough pot.  
Detachable base for inter-  
stacking during carriage.  
Available ex-stock 1111

at £3.20 + VAT & Carriage  
Finndon Station Road, Finndon  
Wellingborough, Northants.  
For deliveries in Ireland contact Coastal Holidays Marine.  
Pier House, Glenties, Co. Lond. Tel. Lond 91

Finndon Station Road, Finndon  
Wellingborough, Northants.  
For deliveries in Ireland contact Coastal Holidays Marine.  
Pier House, Glenties, Co. Lond. Tel. Lond 91

## 36FT. ROAMER WORKBOAT & FISHERMAN

Built of 1/2" Steel Grit Blasted Inside & Out & Coated with  
Epoxy Resin—Complete Boat from £10,000  
Available complete or in stages



J.B.M. ENGINEERING (RAMSGATE) LTD.  
Roamer Marine, Ramsgate Road, Sandwich, Kent  
Telephone: Sandwich 2378

## What some people will do to get a roof over their heads



Orkney fisherman David Reid hit upon a novel idea for a roof when he built the house above. The plug, from which Halmatic 54 GRP fishing boats are made, has been turned up-side-down and used as a roof.

## Exchange changes at Grimsby...

AFTER nine years as chairman of the Grimsby Fishing Vessel Owners' Association, Mr. W. F. S. Letten, deputy managing-director of BUT, has resigned.

The new chairman is Fred Parkes, owner of Fred Parkes (Holdings) Ltd. the company with extensive interests in the fish docks, especially in seining and multi-purpose fishing circles.

His new vice-chairman will be Henry Taylor, the senior executive director with H. L. Taylor Ltd.

Mr. Letten will continue to take an active part in the organisation of the association and will carry on as chairman of the Trawler Owners' Committee.

Grimsby's fishing chiefs have also decided to form a new Grimsby Exchange Ltd. The new company will fulfil work hitherto carried out by the old Grimsby Exchange Ltd., the Grimsby Ice Co. Ltd. and the Grimsby Salvage & Towing Co. Ltd. (tug section) with the director-manager of Boston Deep Sea Fisheries at Grimsby, Vernon Green, as chairman.

The Grimsby Landing Co. Ltd. will, however, continue to operate as a separate entity, with Consolidated Fisheries' managing-director, Nigel Marsden, in the chair.

The moves, announced last week, are intended to increase the efficiency of administration on the fish docks and eliminate the duplication of work.



## SAVE THE NORTH CARR LIGHTSHIP

## £10,000 WANTED URGENTLY

to preserve the lightship as a living chronicle  
of the history and technology of  
the Northern Light Service.

Please send a donation - however small - to

North Carr Appeal  
Scottish Fisheries Museum  
Anstruther  
File KY10 3AB

or hand in to any bank for

North Carr Appeal  
Clydesdale Bank  
Account Number 608867

North Carr Appeal  
Clydesdale Bank  
Account Number 608867







